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Bank of Hawaii

INCORPORATED UNDER THE LAWS OF THE TERRITORY OF HAWAII.

PAID-UP CAPITAL.....\$600,000.00
SURPLUS.....200,000.00
DIVIDED PROFITS.....102,617.80

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—ATTENTION—
have just accepted the Agency

Insurance Co. (Hartford Fire.)

Protector Underwriters of the Phoenix of Hartford.

These were also among the Roll of Honor in San Francisco.

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Honolulu, T. H.

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Green's Fuel Economizer.
Marsh Steam Pumps.
Matson Navigation Co.
Planters' Live Shipping Co.

Log of the Yacht Hawaii

(Continued from Page 6.)

175 miles from Diamond Head at noon and there is a steady breeze taking us along at 8 knots an hour.

I think that of many, surviving emotions in my mind tonight. Surely that the gallant yacht should lose the race and regret that the open, care-free days of the voyage are almost over.

For me it has been a time of unequalled delight. The blue sea and sky, the touch of the wind and sun, the perfect freedom from every sort of worry, the kindly, open-hearted companions around me; all have combined to give me a poor scribbler a fortnight of Paradise. I have wandered around quite a little in different parts of the world and have had the undesired extra share of good times that always come to those of a cheerfully irresponsible nature, but there has never been anything like this and I don't think there ever will be again.

At any rate the owners of the yacht, the people of the Hawaiian Islands, may know their guest is no graceless ingrate and that is all to be expected of a guest. God wot I wish that some day it may lie in my power to render quid pro quo a thousand fold.

Because the Hawaii did not win the race you must not rush to the conclusion that she is a failure, by any means. I am firmly convinced that, if she had had the winds that were expected, she would have won. Even with the light airs that prevailed during the first ten days, she did very fairly well, but I state unreservedly that she is a wonder in a blow.

Coming before the wind as we have been for the last four days, she showed a steadiness and an aptitude to gain speed as soon as the wind increased that astonished me. From noon July 8 to noon July 9 we made 100 miles with a very ordinary breeze scarcely abate the beam. I do not think that even the Lurline could show any such distance under the same conditions. None of the conditions have been favorable to a yacht of her design. The first two days there was practically no wind and there was nothing that a punt couldn't have sailed in until we had made most of our latitude. Then, when the wind did come, it blew from dead aft instead of over the quarter, where we hoped to have it.

There is plenty of tuning up that might be done, especially in the disposition of ballast. But that is mere detail and takes much time and experimenting. The Hawaii is a sea-going yacht of the staunchest qualities and is wonderfully fast when there is any wind and this is clearly proved by the chart which shows how she sailed 5000 miles in less than thirty-four days.

ARRIVAL IN HONOLULU.
Honolulu Harbor, Sunday, July 19.—For me there was but little sleep last night. I was too much on the lookout for my first sight of the islands. It was not till well after daylight that and showed clearly. In the dawn light there was a thick bank of land fog on our port beam, but no land showed through until the sun was well up. Then the fog cleared away and Molekai shot a bold, rugged point into view. Then the rest of the north shore of the island unfolded itself and we had a clear view of the steep cliffs and mysterious canyons where the island dips into the Pacific.

Captain Harris pointed out the green slope where the leper settlement keeps itself in sad seclusion and I felt, as everybody must, the sobering touch of the contrast between the joyous, smiling beauty of the scene around us and the dreadful gloom of the stricken lives on the shore.

The wind was strong and steady and came frankly over the quarter, so that the Hawaii danced along as never before. By noon we were able to set the foresail and headsails and, with every stitch of canvas drawing well, the good little yacht seemed as though she would reach her home in one swift leap.

As we approached Diamond Head we saw that there was a signal flying from the flagpole at the signal station. We were unable to read the flags, however, and could only hope that it bore a message with some hope for second place. This hope was short-lived, however, for a launch came speeding out from the harbor and we recognized Captain Sinclair and some of the crew of the Gwendolyn; then dull certainty settled down on us, leaving a mild curiosity as to how much difference there was in the times of the other yachts.

A BEAUTIFUL VIEW AFTER PASSING DIAMOND HEAD.
From that time until the doctor came aboard I forgot all about yachts and yacht races, so taken up was I with the glorious sight spread before me. Oh, but those green slopes were good to the eyes. Soft, luscious, smiling green of all shades, from the dark, cloud-shadowed hill-tops to the vivid sheen of the lower slopes. Trees, grass, shrub and brush all softly alive down to the very edge of the brilliant line where the sparkling surf rolled playfully up the shore.

The villas that peeped out through the foliage in pleasing disarray, the battleships anchored in the harbor, the suggestion of activity and strenuous life where the range of smokestacks marked the wharves, all helped to set off the scene and finish it with pleasing completeness, but it was the sweet

OLD DESIGN WON THE RACE

Discussing the transpacific yachts, one of the visiting yachtsmen said yesterday:

"There was a modern Crowninshield design racing with a boat from the board of Matthew Turner, built twenty years ago. The comparison was certainly not to the discredit of the older style boat, the Lurline.

"The Lurline is not quick in stays, it is true, but this is compensated by her steadiness on a course on account of her long keel. The short-keel Hawaii is clever and quick, but required very careful steering in order to get the best work out of her. Her skipper probably pinched her too close on windward work.

"Matthew Turner has built the fastest large yachts that have been turned out on the coast. The Nellie, now out beyond recognition for the passenger trade between Long Beach and San Pedro, was one of the stars twenty years ago. The brig Galilee, well known to seafaring men, made a record run with cargo from San Francisco to Honolulu. All of Turner's designs are worked out on a wave-line theory, giving the bows beautiful curves.

"The bow is entirely different from the modern bows, like that of the Hawaii. The latter boat instead of a hollow water-line forward is slightly rounded. The correct principle is involved in the Turner hull, judging by the time the Nellie makes under power and the very small riddle that speed causes in the water.

"I want to say that at the start of the race Captain Sinclair gave the other boats the right of way. He is the whitest sailor that ever sent a yacht across the bar."

THE PESTIFEROUS SILVER FISH.

One of the most harmful agents in the destruction of books in the tropics is the silver fish, a little wingless insect infesting wardrobes and pantries as well as libraries. This most destructive species may often be seen scurrying away from a book suddenly opened.

It has a large head, from which the body tapers to a pointed tail, terminating in three bristles. Its favorite food is paste or glue, to obtain which it destroys titles, labels, and heavily sized paper, respecting only the parts that are covered with ink. It may be caught by cutting notches in the edge of a small box, and inverting the box on a plate containing paste spread on paper. This trap should be placed in the darkest corner of the room. The insects enter through the notches and are easily surprised and destroyed at their banquet. Pyrethrum powder also destroys or stupefies them, but perhaps the best way to get rid of them is to move and air the books frequently, and kill every insect discovered.—Paradise of the Pacific.

WELL NAMED.

Chamberlain's Colic, Cholera and Diarrhoea Remedy is just what its name implies. For pains in the stomach, cramp colic or diarrhoea, it has no equal. For sale by Benson, Smith & Co., Ltd., agents for H. I.

green slopes that appealed to me and I said to myself, "Here, indeed, is a sun-kissed paradise."

The doctor was not long aboard and, with clear practice, we took in the yellow flag and slipped into the harbor under tow of a launch. There was quite a crowd to see us come in and it was pleasant to be welcomed smilingly and note the look of kindly sympathy on the faces of those who strove to cover their feelings with jest and mock sarcasm.

The Hawaii was made fast at the end of the slip where the Lurline, Gwendolyn and Lady Maud were already safely warped and so I came ashore and set foot for the first time on land within the tropics, a land where the people are as open hearted as the life they lead and whose hearts are as warm and kindly as the balmy air around them.

REAL ESTATE TRANSACTIONS.

Entered of Record July 16, 1908.

First National Bank of Wailuku to John Vasconcellos.....Par Rel John Vasconcellos and wf to Francisco J. Vasconcellos.....D M R Cadilha and wf to Manuel Branco.....Mig

Entered of Record July 17, 1908.

Keao and wf to Aulike (w).....D Antonio Faria and wf to Jacintho Farias.....D

Kaikaina to C H Ahina Aiona, et al D H Waterhouse Tr Co, Ltd, Tr, to Edward J. Morgan.....Par Rel Liliuokalani, by Agt, to E C Peters.....Lease

A K Eldredge and wf to Tr of Susie F Cartwright.....M N Arita to H A Gerlach.....B S Charles J Falk to M F Scott.....A L M F Scott and wf to Kona Development Co, Ltd.....D

L Ah Leong to L Ah Tung Trust Co, Ltd.....B S Elmhra M Johnson to Trent Trust Co, Ltd.....M Liliuokalani, by Agt, to J M Levy.....Lease

Entered of Record July 18, 1908.

Kanaloa (k) to J K Kaula.....D J Alfred Magoon to A K Eldredge.....D

Hotel Baitia Ltd by Co Sher to Robert W Shingle.....Sher Sale K B Paele to Hannah E Simmons.....D W W Brainer to Francisco Denis.....Agmt

E Gitt Hobron and wf to Josephine Freitas.....D Claus Spreckels & Co by atty to E C Hobron.....Par Rel W K Kekoo to Samuel Kauhane.....D Samuel Kauhane and wf to John T Nakaiannana.....D

Ahukinialaa Kukea and hsb to C Maka.....D C Maka and wf to Ahukinialaa Kukea.....D Wailuku Sugar Co to C Brewer & Co Ltd.....D

Sam Kanoa to Lualihelani Kawa (w).....D First Amer Sav & Trust Co of H Ltd to Mary B Eichler.....Rel Mary B Eichler and hsb to Frank Brzezowsky.....M

Edward J Morgan and wf to Della W Wayson.....D Della W Wayson and hsb to Muti Bidge & Leon See of H Ltd.....M

Entered of Record July 20, 1908.

Oma L Holland to Frank L Webster.....D Lydia B Coan to Sarah C Waters.....D P Mahaulu and wf to Stephen Mahaulu.....D

Geo P Denison to Tr of Hawn Sug Plant Assn.....D Trent Trust Co Ltd to P E R Strauch.....D P E R Strauch and wf to Ana K Mikaele.....D

John B Bush by Aft of Mttee to William Ahia.....F A John B Bush and wf by mttee to William Ahia.....D

Charles K Maguire and wf to John J Kapule to John K Lanakila.....D John K Lanakila and wf to J A Maguire.....D

M K Kou (k) to Nona N Mahi.....D Lin Hop Tong by tr to Len Shyn Wai & Co.....R

Howard B Horner to von Hamm Young Co Ltd.....C M D K Kaluhokalani and wf to D Kalani.....D

G D Huen and wf to H K Gregson S S Robertson et al to Laupahoehoe Sug Co Ltd.....D Antonio C Moniz to Laupahoehoe Sug Co Ltd.....D

Ana Kaniela to Laupahoehoe Sug Co Ltd.....D Eldora Deacon to Laupahoehoe Sug Co Ltd.....D

George V Jakins to Laupahoehoe Sug Co Ltd.....D Maleka et al to Laupahoehoe Sug Co Ltd.....D

Manoel Enos to Laupahoehoe Sug Co Ltd.....D Charles H Swain to Laupahoehoe Sug Co Ltd.....D

C McLennan et al to Laupahoehoe Sug Co Ltd.....D A C Palfrey to Laupahoehoe Sug Co Ltd.....D

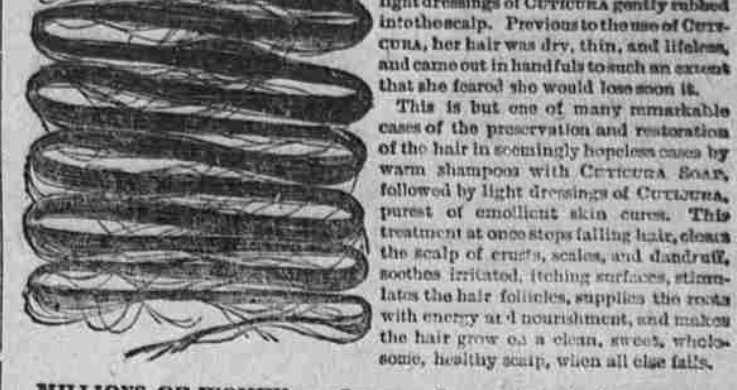
W B Kalino to Laupahoehoe Sug Co Ltd.....D Emma Laeha to Laupahoehoe Sug Co Ltd.....D

William Laeha to Laupahoehoe Sug Co Ltd.....D V A Carvalho to Laupahoehoe Sug Co Ltd.....D

Hair 55 Inches Long Grown by Cuticura.

MISS B—, of L—, sends us through our British Agents, Messrs. F. Newbery & Sons, 27 and 28, Charterhouse Square, London, E. C., a strand of soft, glossy hair cut from her own head and measuring fifty-five inches in length, of which the annexed drawing is a photographic fac-simile. She attributes her magnificent head of hair to frequent shampooing with Cuticura Soap, followed by light dressings of Cuticura gently rubbed into the scalp. Previous to the use of Cuticura, her hair was dry, thin, and lifeless, and came out in handfuls to such an extent that she feared she would lose it.

This is but one of many remarkable cases of the preservation and restoration of the hair in seemingly hopeless cases by warm shampooing with Cuticura Soap, followed by light dressings of Cuticura, purest of emollient skin cures. This treatment at once stops falling hair, closes the scalp of crusts, scales, and dandruff, soothes irritated, itching surfaces, stimulates the hair follicles, supplies the roots with energy and nourishment, and makes the hair grow as a clean, sweet, wholesome, healthy scalp, when all else fails.



MILLIONS OF WOMEN use CUTICURA Soap exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, for the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, and for all the purposes of the toilet, bath, and nursery.

Complete External and Internal Treatment for Every Humour.

Consisting of CUTICURA Soap, to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irritation, and soothe and heal, and CUTICURA Resolvent, to cool and cleanse the blood. A SINGLE SHEET is often sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humours, with loss of hair, when all else fails. Sold throughout the world. Aust. Depot: R. Towns & Co., Sydney, N. S. W. So. African Depot: LEWIS & LYT., Cape Town. "All about the Skin, Scap and Hair," free. POTTER DRUG AND CHEM. CO., Sole Props., CUTICURA, New York, U. S. A.

CHICHESTER'S YACHT IS NOW A DERELICT

Frank Chichester's yacht, the Nautilus, is drifting off to sea somewhere, while he and four others who went sailing with him yesterday are drying out their clothes and mourning lost coats, watches, cameras and money. The yacht owner, accompanied by M. C. Webster, C. W. Lutz, a sailor from the Kentucky and a Chinese bell boy from the Moana, cruised about among the battleships outside, snapping up them. In tacking about to recover a hat blown overboard the craft capsize, throwing the five occupants into the water, where they stayed until a launch from the battleship Minnesota and a boat from the lighthouse came to the rescue. All were brought to shore but the capsize yacht was too heavy a tow for the launch and it was allowed to drift away.

JIMMY KELLEY DIES ON BOARD AORANGI

When the Aorangi arrived in port yesterday morning from the Colonies, it was learned that James Joseph Kelley, formerly storekeeper for the local customs bureau, had died of heart failure on July 18. Mr. Kelley was in his cabin with a fellow passenger the morning the summons came to him. His roommate was reading and turned to look at Mr. Kelley and found that he was dead in his chair. Mr. Kelley had traveled extensively of late and was planning to go to Alaska.



THE LATE JAMES J. KELLEY

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THE HOOKUPU—GIFTS ON THE WHARF.

—Williams Photo.